

# Nor' West Miner

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and to development descriptive of the North West Territories, Northern British Columbia  
and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

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## THE SASKATCHEWAN RIVER

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# THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

## SAYS THE MINER:



There is no doubt that some people will consider the criticisms contained in this issue concerning the Government policy and actions rather harsh. They are intended to be that way for it is now time—the war being over—for all who will to speak their minds concerning the welfare of the Province of Alberta which rests in the hand of the present Government.

\* \* \*

The war is over. During the war people put up with many restrictions, excused many ills on the grounds that during war-time nothing should be said or done which might cast doubt upon the good intentions of our leaders. The public and the press co-operated heartily along these lines.

\* \* \*

The result has been a studied neglect on the part of the Alberta Government of things which any government should give first consideration to, amongst such things are the provision of good highways, financed by monies earmarked for that purpose but diverted to lesser uses.

\* \* \*

Then the liquor policy of the Government has been allowed to run high, wide and handsome with utter disregard for either the right or privileges a customer is entitled to. In this instance the Government's operation of the liquor business has been a callous indifference as to quality—to strength—and to cost. They have not only treated this business as a monopoly but in many instances have gone so far as to actually make statements not only insolent but also insulting concerning those people who have deemed it their right to buy and use this product. The system of distribution, instead of curtailing the use of liquor, as intended by Ottawa during the war years, has resulted in it being introduced to nearly every home in Alberta, with women as well as men, in fact almost near children being sold permits to buy.

\* \* \*

These things amongst many others might have got by during the war years, but today is another day. It is hoped that the Alberta Government, especially Mr. Fallow, will take time off to get acquainted with that part of the Alberta public who are not content to always say "Aye, Aye" when the voice of the "prophets are heard in the temple of Social Credit . . ."

\* \* \*

This summer a new industry has made its appearance in the North, namely commercial fishing in Great Slave Lake. The first successful delivering of some 100 tons of fish from this great fish preserve to eastern markets spells well for the future of this industry. It is only the first of many other industries which will appear in the North in future years, and was made possible by the removal of some of the restrictive Government regulations that have applied in the past.

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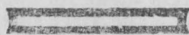
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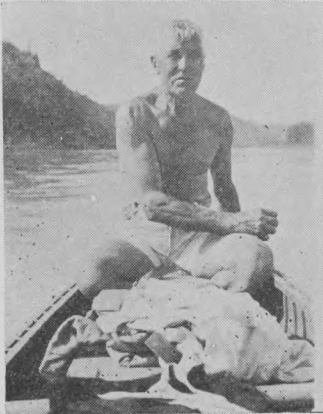


# DOWN THE SASKATCHEWAN BY CANOE

The Editor of this Magazine, accompanied by his daughter, recently made a trip by canoe down the Saskatchewan River from Rocky Mountain House to Edmonton to view first hand the attractions and possibilities of this little known Edmonton waterway.

Before the coming of the steel to Edmonton, the Hudson Bay Company serviced its far flung trading posts to the west of Edmonton by means of York boats which were tracked and pulled up stream, against the fast flowing current of the Saskatchewan river. It used to take some five days—long days at that, for these hardy pioneers to buck the water and land their supplies at Rocky Mountain House, from whence these lonely outposts were served.

It was tough work in those days—and



Bright sunny days—no flies—makes canoeing down the Saskatchewan River a real outdoor holiday.

would be still tough today, to track boat or canoe up stream—it meant miles of poling, of wading around obstacles hauling on a track line. It meant living wet day and night—eating wherever a stop found the crew and a rough time for all—it took men to stand the gaff of those hard rough days.

Since the coming of the railways, the Saskatchewan river has been a forgotten route, used only by a few men prospecting for gold and getting some at that, by trappers, by settlers who had only to go to the river bank and dig out a winter's supply of coal and by canoeists who take a delight in bucking the fast waters of this stately river.

Rocky Mountain House, the starting off place, is a beautiful scenic centre. In the far distance can be seen the dim outline of the Rockies in which the Saskatchewan has its origin. A huge forestry look-out tower is perched on the hill, upon which the town

is set, surrounded by lovely homes with real Alberta gardens, replete with all kinds of flowers and garden vegetables. In the distance a high trestle bridge shows where the railway continues on to Nordegg, coal mining centre and also jumping off place to the Ram river and Clearwater oil fields, where, some day in the near future another Turner Valley is likely to come into being. Big capital is taking a hand in prospecting this region for oil with some success. Already oil has been struck in the wells of the Ram River Oil Co., an Edmonton venture.

Some might have suggested, why not start down the Saskatchewan river from a point further west than Rocky Mountain House. The answer to that is contained in the outlook on the river itself. Here the river is running fast and furious, in fact so fast is it at this point as to compel the Alberta government to put in a \$250,000 bridge across it to replace the ferry, which has sometimes broken loose from its cables when crossing and taken an unwanted and exciting trip downstream with cars or passengers aboard. So Rocky Mountain House is far enough west even for a daring canoe.

The river runs at around 8 miles an hour at this point and the first hundred miles or so are full of excitement for even skilled canoeists. Every point has its mill race—every sandbar its log jam and in places the open channels are as numerous as the hairs on a bald-headed man's head. It takes a lot of guessing to decide which is the right channel, which will be clear or which will wind up with a drop of roaring waters rushing under 50 feet piled high log debris. However, the wise man must choose the right channel, for if it is not chosen there is trouble ahead and plenty of it.

The river runs north from Rocky Mountain House for over 150 miles, before it turns east to Edmonton—and some 12 miles below, as the rushing water rounds a point, across the stream there is a pile of rocks stuck right in the middle of the river, the result of an enormous landslide and anyone going behind these rocks near the north shore is likely to stay there for good—it is called "Hell's Hole"—a quite appropriate name for it. From here on right down to the

junction of the Brazeau river with the Saskatchewan, the water is fast, shallow in many places, chock full of sandbars, and is full of thrills; with the canoe bucking and jumping the various broken stretches of water, but there are no rocks to speak of so navigation chiefly consists in holding the canoe straight and head-on and letting the water make the pace.

There are a few settlers, located along the banks for a few miles down stream out of Rocky Mountain but after that until a point near the Drayton Valley is reached, there is no settlement at all, the country is not even surveyed and it is a real piece of the Canadian wilds. Oh, yes, it has a population for every once in a while one could see a deer or elk taking a drink at the river's edge. They were not scared either, evidently they took it for granted that men were harmless when coasting downstream and so took another look before gracefully flipping their flags and taking off for the morning feed. On the east side stretches of splendid timber still awaiting the axe, on the west side, the lightly timbered country of the Brazeau forms a big game hunter's paradise for moose, elk, deer and bear which are to be had for the taking.

The junction point of the Brazeau and the Saskatchewan rivers is a beauty spot that all who view it will remember for years. Here the two rivers are recognized by the color of the water, on one side, almost half way across the sandy muddy waters of the Saskatchewan run alongside the crystal clear waters of the Brazeau. Each keeps to its own side until they ultimately merge into one stream some miles east of the junction point. The water color is then yellow, showing that the Saskatchewan has overcome and absorbed the clear waters of its sister river. From here on the river slows a bit and has more water, which is a blessing in disguise to any timid wayfarer. However, do not take it for granted that fast water is a thing of the past, for such is not the case, but it is a little slower. Still running north the river passes through more timbered country widening here and there into huge flats several miles across, then narrowing again into high bluff banks on both sides and so Blue Rapids is reached. This so-called rapid is just a little fast water with a few combers with lots of room to go round, so those people who put it on the map must have gone down stream in very low water. At highwater there would be no rapid. It is here, the first inkling of

settlement appears, for the river is once again running through surveyed territory with the occasional farm on the north side and only timber on the south side. However, most of these farms are situated way up on the banks of the river and the river itself is just as free from what is called civilization as it is on its upper reaches.

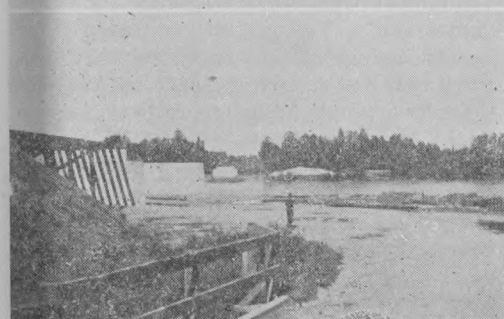
Then on down to the first ferry, that of Berrymoor, after miles of running waters which were like a maze to follow as to the real channel, spreading out into open places



**Coal for the taking. A coal exposure on the banks of the Saskatchewan.**

sometimes two or three miles across, full of sandbars and log jams with the only way to navigate through being a matter of guesswork and hoping that the channel ahead would not be blocked. At the Berrymoor Ferry, a good road goes north to Tomahawk and Seba, and a notice at the ferry board states that the Tomahawk bus comes down to the river three days a week to pick up passengers coming to the ferry from Breton and other towns to the south. Berrymoor gets its name from the fact that there are more berries growing in the district than perhaps anywhere else. Blueberries are gathered by the pailful, raspberries and strawberries are also there in plenty.

From here down to the next ferry, at Genesee is similar wide open hardly navigable stretches of water plus sandbars, log jams and backwaters. A fine place to spend a week in the fall for this is the place where geese make their summer home and breed so that almost every bar has its quota of honkers. This district especially around Genesee has had hard luck. According to



Right—

- 1—The junctions of the Saskatchewan and the Brazeau Rivers.
- 2—The High Level Bridge from the water as Edmonton appears around the corner.

Left—

- 1—Crown Paving Company's gravel washing plant on the Saskatchewan where gravel for Edmonton airports was obtained. Here, two prospectors, added a string of sluice boxes to the tailings outlet and gathered in some \$20 a day in gold.
- 2—A coal arch on the banks of the river.
- 3—Alberta Government bridge to be across the Saskatchewan at Rocky Mountain House.
- 3—Perfect peace after the turbulent waters of the upper river.

the settlers the high waters the year before carried off many a good part of the farm, buildings, soil, cattle and grain. Anyone farming along the banks of the river got the full force of this tide of rushing water, which in places took as much as a whole quarter section of land away, crop and all. A short distance downstream, there are two deserted farms—right on the river bank. They are empty and look as if the owners panicked and beat it, leaving almost everything behind and never returning, for in the yard lay a motor car, with its front bashed in and looking as if it had battled with logs and other river debris. It was minus the engine which was laying a few yards away. There was a bicycle complete except for chain, a cream separator, a threshing machine engine and numerous other articles, all spread around in hopeless abandon, rusting in the summer sun. It was in this district, that once again the farmers got hades in 1945, for a few weeks ago a hailstorm of tornado strength swept through near Genesee and once again wreaked havoc. It took buildings in its stride, swept away granaries full of grain, hay stacks and cut timber down like a knife.

These people have had plenty but are they downhearted?

Talking to an old settler who came down to the ferry for water, we were first regaled with an assortment of Russian or Hungarian songs as he sat on the ferry landing stage, with his feet in the water and sang the songs of his homeland far away. He took some time in his singing and during that time paid no attention to greetings. He finished his songs, then he started to talk and the tale he told was one which would make many wonder why he stayed put after the experiences of the past two years. He described how only his house was out of water during the flood, how he saw cattle, grain, barns and what else float away for good in 1944. How in 1945, the tornado came along and lifted his crop where it was not nailed down, hay stacks and even whole sections of his fence line. And so he says he is trying again.

Just above Genesee we passed coal measures sticking out of the river bank which would make the mouth of the Coal Controller bubble right over. The seams stand out better today than they have in the past for the flood waters of last year put a new face on the bluffs by water erosion. This coal seems to have commercial possibilities, as it could be barged down the river. In fact, by the establishment of a small sawmill—there is available timber, to cut lumber, rough barges could be built, loaded with coal and floated downstream. These barges could be spotted at various points along the river and farmers and others could take coal direct from the barge. After it is empty it could be knocked down and the lumber also sold. The proceeds should more than pay for the transportation cost and even part of the mining cost.

A few miles up stream a vein of gypsum was noted in the cut banks, evidently indicating a body of this matter.

The water from Berrymoor east slows down considerably and from there on into Edmonton floating down stream in a canoe is a real tired man luxury. You need do no work—the current does that although here and there you have to steer clear of sand-bars.

It was near nightfall as we approached the High Level bridge and saw the panorama of Edmonton from the water—a sight worth seeing and one to make any citizen proud that he lives in Edmonton. As we shot under the High Level bridge, the people

on the sidewalks of the bridge leaning over the rail and evidently wondering what foolish things some people do, looked like mid-gets and the street cars crossing the high level just like toy cars. On we went downstream and made an up stream landing at the upper side of the 5th Street bridge—stepped ashore, phoned home for the car. When it came, put the canoe on top, the outfit inside and so home again. We had had a wonderful holiday of 8 days' duration—had seen scenic pictures forever changing as we passed each river bend. Coming down the river we did not meet a soul or another boat excepting at the ferries and for all we know there was no one within miles of us, although had we climbed the bank in many places we would have come into well cleared lands of growing crops. In places there were horses or cattle down at the river's edge taking a morning drink and as we passed they stared and stared again. We were something they could not understand. Yes—a holiday which for beauty and enjoyment could not be duplicated either at Jasper or Banff and the cost—for two people including railway fare to Rocky Mountain House, just \$22.50.

Edmonton has a real asset in the Saskatchewan river. It has a real attraction to tourists in the making. It has coal, power, gold mining, and other industrial possible development right at its door, not forgetting the huge stretches of real timber on the upper reaches of the river. Many creeks come in to the main stream and there are fish in those creeks at certain times of the year. Someone has already started to develop White Mud Creek as an enjoyment centre. Will it attract people? It surely will, for within six miles of the post office it will be possible for the kiddies to have the "ole swimming hole," also safe canoeing, with walks along the banks of the river that will interest every lover of scenic beauty.

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There ain't no justice  
In this here land,  
Just got a divorce  
From my old man.  
I laughed and laughed  
At the court's decision;  
They gave him the kids,  
And the kids ain't hisn.

---

The new style bathing suits are not enough to keep the girls from being tanned where they should be.



# Time For a Change in Alberta Road Policy

Congressman J. W. Robinson, Chairman of the Roads Committee of the U.S. Congress, recently stated in Edmonton that much depends on the connection of good roads with the Alaska Highway, if the latter is to become a tourist and industrial attraction to the people of the United States. He emphasized a situation which both the Government of Alberta and many of the travelling taxpaying public has known to exist for some years—namely that the much vaunted Peace River Highway connecting Edmonton with Dawson Creek is only a fair weather road and incapable of standing up to wet weather traffic. This condition has been camouflaged in many ways by The Highways Department of the Province of Alberta. Every time a shovelful of gravel has been dumped on this 400-mile stretch of road it has been magnified into a completely gravelled section. That is the way of governments who appoint as head of a most important department—a man whose first and last idea is playing politics.

The time is now here, when some of the various vague promises made by Government leaders should be looked into by the taxpayers of Alberta, especially those who use the roads of Alberta and pay extra taxes in the form of gas and motor license for doing so.

It is not enough for the Government to claim that these extra taxes are expended on road work, when everyone knows that they are not. It is not enough for the motoring public to have to put up year after year with roads that wreck cars and cause endless expense and annoyance. It is not enough to see a condition under which we shall not only lose the lucrative tourist business Alberta is entitled to from sheer scenic attractions, but also may see the Alaska Highway discarded, all because a short sighted Government is more interested in Social Credit theories than in progressive development of the highways of Alberta.

The question of a connection—short and most direct, with the Alaska Highway concerns each and everyone of the taxpayers of Alberta whether they live in the south, north, east or west of the Province. The most feasible of these is the White Court-Sturgeon River-Grande Prairie route, which would save nearly 200 miles in distance between Edmonton and Dawson Creek—would

open up a real agricultural and timbered stretch of territory and where the Government has already done some work. However, that work has been more or less camouflage as prior to any activity on the part of the Highways Department along this route, a grade was cut years ago for railway purposes, and later used as a logging road for 90 miles from Whitecourt.

During the war the Americans seriously considered developing this route but in some way or other they seemed to have been blocked by our Government Highway Department. The story of why they did not go ahead with this project may be told some day and will make interesting reading as an illustration as to the lengths politicians will go to achieve some small end.

The Minister of Highways has stated several times that he was going to build this road. Talk never built a foot of highway and the Hon. W. A. Fallow knows it. He of course if tackled concerning this neglect to carry out promises made will try to pin failure to carry such promises out on the Dominion Government, whom he evidently looks upon as a "sugar daddy" when it comes to road building in Alberta, when he always seems to insist that the Dominion Government should pay half or more of the cost. Why should it do so, seeing that Mr. Fallow's government collects millions of dollars from the motorists of Alberta. When the enabling acts were passed for such collections, the most important proviso was that these monies should be expended on road improvement and development.

There is no doubt that the Dominion Government would always be willing to contribute a third or perhaps 40 percent as they did in years past to main highway improvement and surely the balance can be spared from motor and gas revenues collected in Alberta.

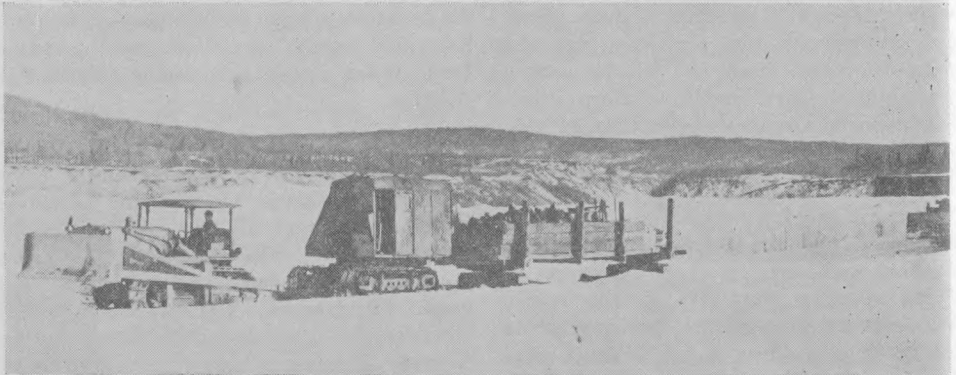
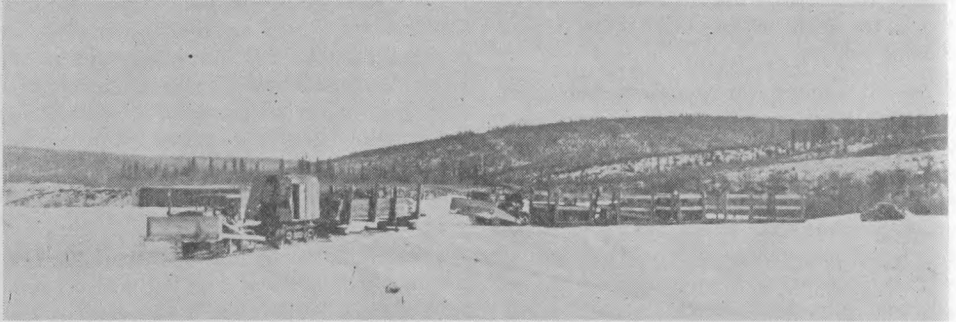
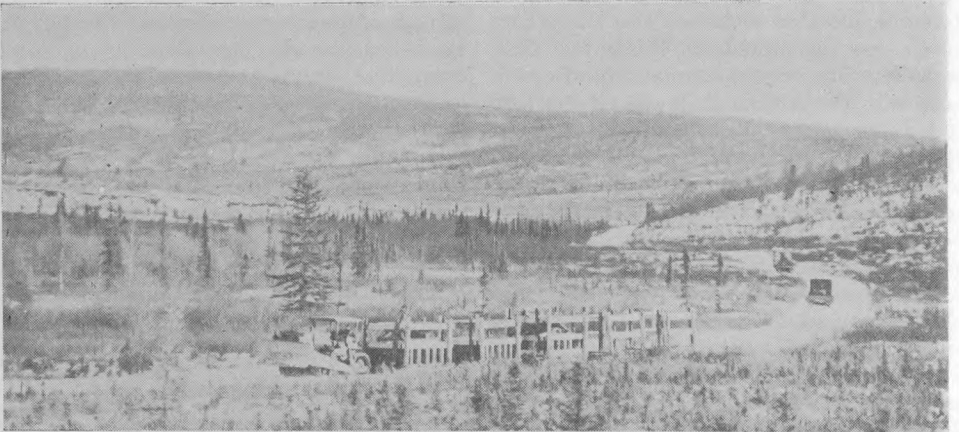
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A mother cat was promenading down the alley, followed by a string of seven kittens. She met a Tom: "Hello Honey," says the Tom. The mother cat let out a howl and said "don't you honey me any more. The last time you said we were only wrestling."

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If Panties are called Scanties what are Brasieres called? "Tit Bits."

## The Road Some Want to Scrap



Highway scenes along the road to Alaska. Even winter does not still the hum of the Diesels as they drive the Caterpillars on.

# ALASKA HIGHWAY WORTH MILLIONS

U.S. Congressional representatives after viewing the Alaska Highway are emphatic as to its future benefit to both Canada and the United States. They say it must be maintained.

The recent visit of United States Congressmen to Edmonton, after a tour of inspection over the Alaska Highway has evidently done much to set at rest the idea that the Alaska Highway—Edmonton to Fairbanks, Alaska, was in danger of being scrapped. They travelled over the highway at speeds varying from 30 to 40 miles an hour and according to the statements made at Edmonton—they would consider it a crime to sacrifice such a road after an expenditure of over \$100,000,000 to build it.

There is therefore one thing sure that notwithstanding the outcry for Pacific Coast connection with the highway, there is no danger of the present route being consigned to the scrap heap.

The people on the Pacific Coast can get connection with the present Alaska Highway in a comparatively easy manner, if the Government of British Columbia so desires. That Government has committed itself to the completion of a Peace River outlet to the Coast. They are, it is stated, already going ahead with this. That route when built will give the Pacific Coast cities good connection with the present Alaska Highway and so all should be satisfied.

One point, however, was emphasized by these Congressmen, that point was the fact that under the agreement concerning the building of the Alaska Highway between the U.S. and Dominion Governments, the highway is to be handed over to Canada six months after the end of the Japanese war. That war is over—the highway will shortly become a Canadian responsibility as to upkeep—what will the Dominion Government do? What will the British Columbia Government also do to co-operate in its maintenance and most important of all what will the Alberta Government do to so improve the Edmonton-Dawson Creek connection with that highway as to make its proper maintenance an assured fact?

The Alaska Highway is worth millions to the future of Canada's industrial revenues, both internal and external. It is worth still more as a lure for the tourist of future years. It is up to Canada to see that this great asset does not return to the wilderness stage. A great gift like this from our friendly neighbours is one that all

Canadians will appreciate.

As to upkeep, it is true, the bill will be fairly heavy, but the road is in good condition and should not cost more than \$400 a mile to maintain for many years to come, as a gravelled road, but it will be cheaper in the long run to surface it, using Alberta bituminous sands for that purpose.

These sands can be laid in the rough—rolled in cold—and any defect in bitumen content would soon show up in the form of small patches which can easily be filled with more sands.

Thomas Draper, the pioneer of using tar sands for surfacing purposes has amply proved that there is no necessity to refine these sands before laying, provided care is used in selecting a deposit which is fairly uniform in bitumen content.

One has only to view some of the surfacing work he did in various towns in Alberta to realize the possibility of using the sands in this manner. In addition the Americans proved that they can be laid cold. The method they followed was to scarify the surface—dump the raw sands on the same, scarify them once again and then roll the surface.

Not only can they be used for the Alaska Highway, but perhaps the Provincial Government under the leadership of the Hon. W. A. Fallow may also get convinced that after the failure of the blotter system of road surfacing, tar sands is the answer for a cheap and durable top surfacing for all Alberta main highways.

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The United States have good roads, some will claim it is because it has a large population—that may be true to a certain extent, but the real reason is that each state DOES DEVOTE the major part of its motor license and gas collections to road work. They are expected to contribute 50 percent of the cost of all main highways passing through the State, the U.S. Federal Government contributes the other 50 percent. The result is a system of good highways.

We are on the verge of a new era in Canada. Surely it is time a start was made by governments bringing down a well-planned outline of main highway development and improvement on a similar basis to that existing in the United States.

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## Oil Stations On Alaska Highway

"That big business intends to service the traffic on the Alaska Highway and maintain service stations and stopping places was evident recently when the Imperial Oil opened at three points north of Fort St. John, namely at Trutch, Muncho Lake and Fort Nelson. It is also stated that Imperial will open at other strategic points between Fort Nelson and the Alaskan boundary. In addition it is stated that Standard Oil of New Jersey will also open at points along the highway in Alaska. At these stations gasoline is now on sale—the Canadian price being 54.1c per gallon and the American price being 46.1 a gallon.

These stations are also being equipped as stopping and eating places, with electric light and most modern furniture equipment with ample accommodation for the travelling public of the future. All stations are in radio and telephone communication with the outside. From Watson Lake to Fairbanks, there is a modern camp at intervals of 50 miles, also maintained by the Imperial Canol project. It is reported that these will be opened as tourist stopping places once the highway is thrown open to tourist and public use.

These camps were laid out by Standard oil engineers and have artesian well water, good hotel accommodation and every convenience desired by the travelling public.

Of course the same will not be available for use until after the highway is declared open for public travel, but the fact remains that the question of proper stopping places and filling stations has already been answered by these big companies.

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## Radium Ore Won the War

Radium ore from the North West Territories has played a major part in winning the war against the Japanese. The Right Hon. Winston Churchill states that the atomic bomb, a product of radium ores is responsible for the defeat of Japan and has meant the saving of untold numbers of lives to the Allies. Canada can be proud of the fact that its pioneers, Gilbert Labine and others have been able to be of such great service to the democratic world. It goes to show how necessary it is for Canada to do all possible to develop its great northern areas for who can tell what

this vast domain contains until it has been thoroughly prospected. The layman might ask the scientists what causes the great magnetic deflection in the compass from the true North to the Magnetic Pole. Why should this one thing occur at one certain point in this great northland? The Aurora Borealis is another northern thing which has yet to be explained.

It is a well known fact to prospectors that large bodies of ore, especially iron ores will deflect the needle of a compass locally, so why should there not be a huge deposit of metallic ores somewhere in the vicinity of the Magnetic Pole.

It has been proven that the pitchblende deposits of radium bearing ores are not solely confined to Great Bear Lake. They also occur on Hottah Lake south of Great Bear—and on Lake Athabasca. These occurrences have still to be prospected.

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## Barren Lands Gold

A new find has been reported in the Yellowknife area—this time it is in the McKay Lake area, 170 miles north of Yellowknife. It is stated that samples high in gold values have been brought out, some running as high as 80 ounces to the ton, which of course prove little to the experienced prospector, for many things have to develop before surface values prove mining value. However, it is stated that several high grade showings have been found. On both the volcanic contacts large shear zones are reported and in these zones quartz veins carrying free gold, with widths up to eight feet were found. The find was made by Jack Matthews of Oshawa, Ont., and Mike Mitto. Lack of timber makes prospecting easy although the lower lands are overburdened with tundra—muskeg

It is also stated that a second find has been made which, according to the stakers shows promise of exceeding the first find in gold values. The finds have resulted in a large influx of claim stakers from the Yellowknife to the new field.

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Said the Negro Parson: I want all the ladies in this congregation who are virgins to come next time dressed in white. To his astonishment nearly half the ladies appeared so dressed. He enquired of one—"Surely you do not consider yourself a virgin Mandy. You have a babe in arms?" "Yus, Parson replied Mandy, I'se one of dem foolish virgins."

# Winter Freighting to the North

•

All arrangements are now being made to furnish a steady winter freighting service to Great Slave Lake and the Yellowknife during the coming winter.

Tractor trains will leave Grimshaw for the Yellowknife mining areas at regular intervals during the season.

•

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Freighters Ltd.**

*“Freighters to the North”*

**Head Office: 421 Tegler Building, EDMONTON**

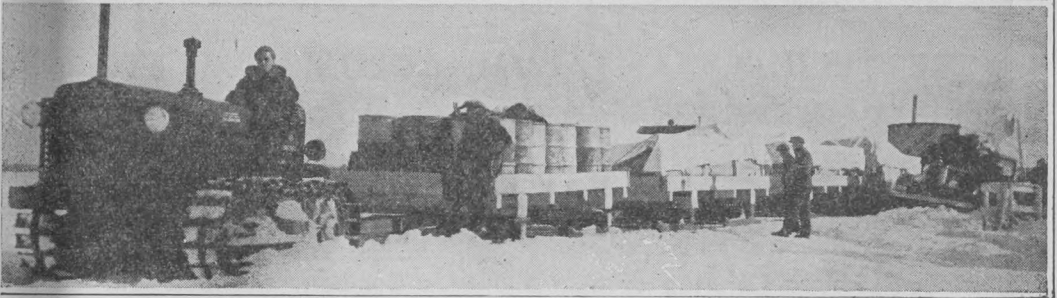
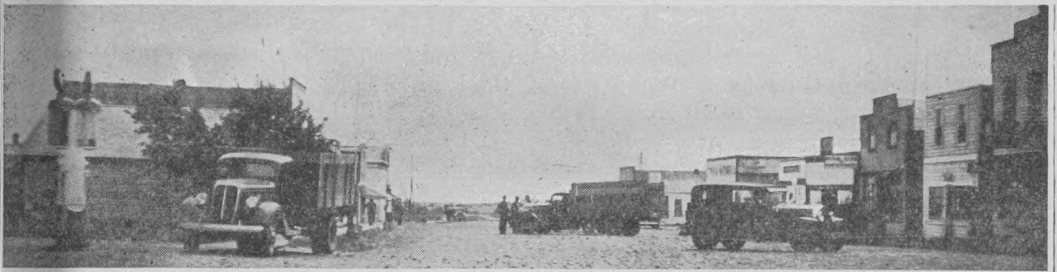
Grimshaw, Alta., Yellowknife, Fort Resolution, Hay River, N.W.T.

# A \$2,000,000 HIGHWAY FOR ALBERTA

An all-weather highway from Grimshaw to Great Slave Lake now planned to be completed as a joint Alberta and Dominion Government project before the end of 1947.

The two governments have now announced that the Grimshaw-Great Slave Lake highway is to be built each doing its part. The Dominion will contribute \$1,000,000 and

open up the huge northland than any other development proposed. The cost may look high but when one considers that it will mean concentrates of radium ore can be



## Winter freighting to the Yellowknife over the Grimshaw-Great Slave Lake winter road.

the province \$1,000,000. Alberta, once again is travelling with Lady Luck—for it is getting a good road to its northern boundary line and direct connection with the huge potential mining and industrial areas of the North. This road will also eliminate the necessity for the long waterway trip south of Great Slave Lake, which those navigating the same characterize as being the trouble making end of the northern navigation route. It will reduce mining and other transportation costs and will do more to

landed in Port Hope the year they are mined instead of in the following year—that regular shipments of fish can be made from Great Slave Lake and that the mining companies in the Yellowknife and elsewhere will be able to operate the year round with a certain supply system, which neither the air or water has been able to give the north in the past, the cost is a real investment towards increasing the industrial wealth of Canada.

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Edmonton, Alberta

---

### APPLICATION FOR SHARES

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Herewith is cheque for \$..... in payment  
for.....Shares of De Staffany Tantalum Beryllium Mines  
Limited at 35c per share for which I apply.

Name in full.....  
(Please Print)

Address.....

Date..... Signature.....

Cheques to be made in favour of DeStaffany Tantalum Beryllium Mines Ltd.



# De Staffany Tantalite Going Into Production

Shipments of Tantalite concentrates which also contain, in some instances, as much as 50 per cent of Columbium will be made this winter from Great Slave Lake over the Grimshaw road states G. De Staffany, managing director of De Staffany Tantalum Beryllium Mines Limited.

A mill is already on the property and a new power plant is being shipped in on the last boat north so as to be in time for the commencement of winter operations this year. The mill has a capacity of 25 tons a day and high grade ores are expected to yield about 250 pounds of concentrates to the ton milled. It is stated that as a result of continuous stripping and clearing of surface showings there will be enough ore which can be readily mined to keep the mill in operation all the winter. Tantalum is quoted as being worth \$70 per pound.

The market for tantalite and columbium is practically unlimited according to advices the company has received from several metal companies in New York and elsewhere. The company, states Mr. de Staffany, has received offers covering the complete output of the mine both now and in the future when further development increases the present output.

The properties of the company are situated 74 miles east of Yellowknife and consist of 21 claims in four groups. All are adjacent or within easy freighting distance of the mill, which is located right on deep water on Great Slave Lake. When the lake freezes over, which occurs usually around November, it is possible to freight the ore directly across to Hay River to connect up with the Grimshaw Great Slave Lake winter road which is now in good shape and is a splendid winter road. At Grimshaw the ore will be transhipped to rail and goes direct to the New York market where it is readily disposed of.

The present mill is only the first unit, states Mr. De Staffany, of the company's plans for future development. Plans are being made for its extension as early as possible and whilst the company has been offering a limited amount of stock in the venture to the public, it is well on the way to having enough financial support to engage in mining the ores of a much larger scale.

De Staffany Tantalum Beryllium Mines Limited is capitalized at 3,000,000 shares of

no par value. Of these 1,000,000 shares have been issued for the properties. The company is offering 250,000 shares to the public leaving 1,749,997 shares in the treasury. The present price of the shares offered for sale is 35c.

## Beaulieu River Gold Strike

The first real sensational news to come out of the Yellowknife concerning new gold strikes since the development at the Giant comes from Beaulieu River, 45 miles east of Yellowknife. According to reports gold occurrences are exceptionally rich and continuous down to the present uncovered depth of some 28 feet, where the vein, it is stated is 3 feet wide. Fifteen tons of ore, it is stated yielded four and five ounces of gold to the ton. This ore was taken out of two test pits. Assays run from \$526.50 to \$1,335.25 with an assay of \$213.85 or 6.11 oz. taken from side of the shaft from surface to bottom. The "Norma" vein one of many others existing has been opened up for a distance of 1,800 feet and traced another 400 feet. 800 feet of this vein has been tested by pits at short intervals and all have yielded amazing values, reports state.

From all accounts this strike is one of those concentrations of high grade ore which can be worked right from the start and should yield more than enough financially to finance future development work. If drilling proves further depth, the shareholders of Beaulieu Yellowknife Mines Limited, have a complete answer to those United States critics who claim the Yellowknife field is a "lemon."

It was in the good old days before Social Credit took a hand in dispensing 30% Scotch. A little guy walked up to the bar, ordered two scotches—tossed one down his throat and poured the other into his vest pocket. He did this twice and the barkeep got curious. "Say, what's the big idea of pouring that stuff in your vest." "Shut up and mind your own business or I'll knock your block off" was the little guy's retort.

At that moment a little white mouse poked his head out of the vest pocket and growled "Yeah and that goes for your darned old cat too."

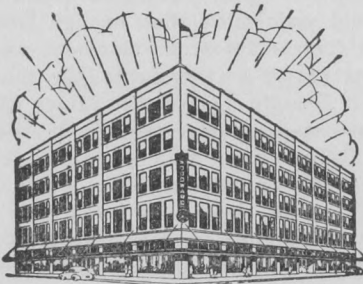
## Uranium Prospecting

The dictum from Ottawa is that it is no use prospectors trying to uncover new sources of uranium ores, for even if they do so the Government will not give ownership. So that is that. It means that any prospector who might discover new radium bearing ores can get no title to the same, even though the product might and could be controlled by the government the same as the production of gold is controlled today. Is not this an unique example of Beauracy gone mad." Canada has radium ores. Canada needs radium ores. Did one ever know a Government to be the first to discover new deposits of any mineral? The answer is negative. The most sensible method any Government can follow in regard to new wanted minerals is to offer an incentive to the prospector to look for them. Will he find them—"You bet he will" if they are in the country. If LaBine had not found the Great Bear Lake radium field, the atomic bomb might have had to be made out of Congo radium ores and it is a question who would have made it. The Congo belongs to Belgium and Belgium

was and is a close neighbour of our late "friends" the Huns who recently devastated Europe.

We listened with supreme interest to the Hon. E. C. Manning addressing his supporters over the air on the anniversary of the succession of the \$25 a month promoters to the Alberta throne of Government. Full of praise for his movement he now includes the fact that "They are the Crusaders of Canada." "Hair on 'em"—would perhaps be Oliver Cromwell's remark if he had not departed to other spheres. However, we were almost inclined to shout "Hooray" but the thought of how this Christian movement crusades on Sunday and then sell liquidated booze on Monday acted as a dampener on our enthusiasm. "How" we ask, can a Crusading, Christian social, bonus promising Government reconcile its Crusading principles with the fact that for six half days in the week it dispenses watered booze at high jacking prices to the other crusaders and also as an aside says "Be careful—how and when you drink it, or we'll throw you in jail."

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# David Thompson First on Saskatchewan River

David Thompson, early explorer and trader, maker of the first known map of Canada was the first to use the Saskatchewan River as a means of finding a new pass through the great Rocky Mountains.



By canoe and by horse he succeeded in making the long trip from the Hudson Bay, crossing the main range of the Rockies at Jasper and later camping on the Columbia River in British Columbia.

For over twelve years Thompson, prior to making the Saskatchewan trip had covered some 9,000 miles of new trails for the Hudson's Bay Company, by means of hiking, snowshoeing and birch bark canoe.

Finally he came further west on the North Saskatchewan River trail, passing where Edmonton now stands and making his camp at Rocky Mountain House, within site of the stupendous peaks of the Rockies.

Here, he paused, for no white man had ever essayed the Rockies at this pass (Yellowhead) before. Thompson undaunted "called for a horse" and rode westward along the north bank of the river and his friend Finan McDonald with his wife and family followed along in a birch bark canoe on the river. His narrative of the trip relates how the winter was a very hard one, game was scarce and the explorer's party had to subsist on wild horse meat and moss bread to keep alive.

Where he led the way, later generations have followed, so today it is really worthwhile to visit the Edmonton-Whitemud Beach summer resort, the Rockies, and other

scenic attractions along "Old Man River Saskatchewan"—the first Jasper trail across the Prairies. It is worth while to pause awhile at some of these old historic sites and at the Jasper Highway Bridge, where Thompson crossed the Rockies in 1807, after canoeing all the way from Hudson Bay to the mountains and then crossing through the valley of those huge peaks on horseback.

## YELLOWNIFE NEW TOWNSITE

The demand for lots on the Yellowknife new townsite is large states Fred Fraser, Chairman of the Yellowknife Administrative Council. He reports that some 73 applications have been received for business lots and also 84 applications for residential lots. In addition 12 lots have been set aside for school purposes and 60 for Giant mine employees' use. An area has also been set aside for park purposes. Only one dwelling will be allowed on one lot and any lots leased cannot be transferred until after a building has been erected on it. Building bylaws are to be strictly enforced, he also states, and a permit will be required.

## Enquiries Solicited

The North Saskatchewan River (1800 miles long) runs through Edmonton. It is one of the greatest and earliest trails across our western prairies—forgotten and neglected by nearly all our writers, but full of historical interest and beauty from its source in the Columbia Ice-fields, near Jasper, to its mouth at **Lake Winnipeg and the Hudson Bay.**

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**Yellowknife, N.W.T.**

# EDMONTON'S WATER SUPPLY

Time for Edmonton to investigate its present methods of obtaining water with a view to reducing cost and improving service.

A matter of considerable interest to Edmonton is the fact that under its reconstruction program the Alberta Government has outlined a proposal to build power dams on the Saskatchewan River.

The plan, as issued by the Water Resources Department of the Alberta Government, shows the establishment of the main dam at the Rocky Rapids site where a dam of the buttress type over 100 feet in height is being considered with a storage dam at the junction of the Brazeau River with the Saskatchewan. The dam would be 66 miles from Edmonton in a direct line and would be connected with Edmonton by road via Breton and Warburg.

In outlining the suggestion the stream gradient of the river from the Brazeau to Edmonton are given as follows: There is a fall of 12 feet to the mile from the Brazeau to Rocky Rapids; at Rocky Rapids the fall is 7 feet to the mile; at Berry-moor Ferry it is 5 feet to the mile; at the Holborn Ferry it is  $3\frac{1}{2}$  feet to the mile and at Edmonton  $2\frac{1}{2}$  feet to the mile.

In discussing alternative hydro-electric power sites on the North Saskatchewan, the department states that it is not yet in a position to make any statements concerning these but investigation is proceeding.

These proposals are of the utmost importance to Edmonton's water supply even though the establishment of hydro power service is not so, for it must be obvious to all that the present system of taking Edmonton's water supply from the Saskatchewan River is both costly and unhygienic, for the supply point being where it is enforces considerable precaution as to chemical treatment in addition to a costly system of lift pumping it to the level of the city watermains.

An item recently appeared in the daily newspapers, in which the Medical Health Officer of Edmonton warned people concerning bathing in the Saskatchewan River at Edmonton, stating it was not only dangerous from undercurrents but also owing to sewer contamination making it possible for swimmers to contract typhoid should they swallow the water. This is the first time such a statement has been made by a responsible official concerning the state of the water at or near Edmonton, although in the past the City paid heavy damages to private property owners for pollution of

the stream by sewage admitted to the river from open sewers.

The present method of obtaining a water supply is by means of an intake at the Power House, from which the water is run into settling basins and then chemically treated for impurities. This chemical treatment entails constant vigilance on the part of the authorities and a daily test is made of the water at the University of Alberta. This method may be safe in the main but the danger is always present that something might slip and in that case the probability would mean an epidemic of typhoid or other disease. It is not suggested that the present supply is not pure as delivered to the mains but it is suggested that a better and safer supply can be obtained from other sources on the Saskatchewan River as outlined in the Government plan.

It would mean the establishment of a pipeline or conduits to the City of Edmonton from the power site some 66 miles; the establishment of reservoirs or settling basins on top of the banks of the Saskatchewan to reduce the main cost of pumping into the city mains. This would also furnish higher pressure badly needed by both industrial and domestic consumers.

Consumers of water in Edmonton pay the heaviest charges on water supply as compared with similar centres of population elsewhere, for instance Calgary has a flat rate of \$2.50 a month instead of the meter system for domestic use. Compare this with the price of domestic water in Edmonton.

During the summer months, the City implores the consumers not to use water for garden purposes during the daytime, stating that such use reduces the pressure needed for an efficient industrial water supply. This is an admission that whilst the water supply is ample, the pressure is not. This is due to the fact that the lift pumps at the power house have to raise the water to a considerable height before it enters the city mains. A supply of water obtained from up the Saskatchewan river at the designated power site or better still at the Brazeau storage dam would have sufficient fall to make excessive pumping unnecessary and naturally would reduce costs. The reason why Edmonton has to pay high

—Continued on Page 21

## Abasand Closes Down

Shorn of Dominion Government support, which has been plenty, the Abasand effort to extract gas and other oils from Alberta bituminous sands has now been closed down for the ensuing winter months. Evidently, as this magazine has reiterated time and time again, oil extraction from these sands is still not commercially possible. The present experiment of the Alberta Government at Bitumount will no doubt meet the same fate once the \$250,000 of taxpayers' money has been expended. As it has been so often pointed out, the suggestion that you can handle huge quantities of raw sand mater-

ial, two or three times in order to process it and extract the oil content which only results in obtaining perhaps a barrel of bitumen or crude oil worth from \$1.25 to \$1.50 a bbl. from more than a ton of these sands, cannot hope to compete with the flowing wells of Alberta, which every year are being added to, thus increasing cheap production. If Abasands and others interested will concentrate on just mining and shipping the sands as they are and the Government's road building department will arrange for transportation, Alberta and Saskatchewan can soon have permanent all-weather hard surfaced highways at a much lower cost.



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## EDMONTON'S WATER SUPPLY

—Continued from Page 19

prices for water under public ownership, which implies service at cost, is due in the main to the fact that the City has a costly method of obtaining, treating and pumping the same to the consumer. To this is added part of the Utility tax and also the insistence of establishing reserves and profit.

In the past the matter of how Edmonton obtains its water supply has not been considered economically—the population was small and the supply ample with people educated to paying high prices but today its population is over 100,000 and is bound to grow greater in future years so an efficient water supply becomes of vital importance both to the consumer and to industries. The extension of the present antiquated system of handling water must be poor business for no matter how many additional settling basins are established at the power house the pumping cost will always be high and the results inadequate.

## Representation Needed

"News of the North," Yellowknife's weekly newspaper states that organization is needed to get transportation and other improvements in the Yellowknife area especially as regards proper road or rail connection with Edmonton. It may be news to the Yellowknife people but the Canadian Pacific Railway has had a charter for the building of a railway from the present Peace River rail points to Great Slave Lake for many years. Under the Northern Alberta Railway Act which itemized the conditions of the joint operation by the two railways of the Northern Alberta Railway it was specified that a branch line should be completed to the northern boundary of Alberta, 125 miles from the lake by 1935. There is no sign of any such extension even being considered by the railway authorities at present. The establishment of a permanent highway north from Grimshaw to the lake is now practically assured although people should not get too enthusiastic as to the speed of progress the two Governments will make in furnishing the same. The first thing that Yellowknife and other northern people should demand is proper representation at Ottawa in the House of Commons. The country, based upon population, is entitled to such representation seeing that the Yukon with a much less population has

such representation. Too long the North has been administered by order in council and a bureau of civil servants. It is time for a change. An organization such as the paper suggests would prove invaluable in expressing the opinions of those people most vitally interested in northern improvements.

## Common Sense To Use It

Speaking through the columns of "Jesens Weekly", Alaskan weekly, John E. Pegues, columnist, has this to say concerning the use of the Alaska highway:

"I think it would be extremely unfortunate if Alaska is denied the opportunity of a direct airlink with the eastern industrial and manufacturing district, throughout Canada and the mid west. I can see no economic justification for us to have to transport by boat, rail, truck or even by air from the East to the Pacific Coast port, and then make as long an airhaul from it to Alaska as we would be required to use if we got it direct from the primary market. It doesn't make sense to me and I doubt if it does to many others who have given the matter serious thought. He adds "The original transportation between the States and Alaska was between the port of San Francisco and the sealing and whaling grounds of the North Pacific. It extended later to trading grounds in the Aleutians, Kodiak and the Alaska Peninsula. Not until the gold rush days did Puget Sound ports (Seattle and Tacoma) get interested in the industry. Naturally due to the shorter haul they soon predominated the picture. Everything had to be routed through Puget Sound centres. Today the picture is greatly altered. We have a highway over which daily buses, trucks and cars travel to the States. We have a metallic telephone circuit which links us up with the entire country. We have airports and landing strips on which the largest airplanes can and do land and take off. It seems only commonsense to me that we use them. The time has come, I believe, to cut the Puget Sound apron strings."

Alaskans are evidently "hep" to the idea that Alaska's industrial and business future lies with dealing direct with Eastern and middle west manufacturers in preference to maintaining the Pacific coast monopoly which has existed as regards transportation between the United States and Alaska.

## DR. C. O. SWANSON APPOINTED

Mr. R. W. Diamond, Vice-President and General Manager, of the Consolidated Mining & Smelting Company of Canada, Ltd., has announced the appointment of Dr. C. O. Swanson, F.G.S.A., F.R.S.C., C.I.M.M., to the newly created position of Chief Geologist for the Company.

Dr. Swanson graduated from the University of British Columbia, in 1922, and received his doctor's degree in geology from the University of Wisconsin two years later. During the period 1924 to 1936, he taught geology at the University of Wisconsin and the Michigan College of Mining and Technology, and did considerable geological work throughout the Michigan iron and copper districts, in the capacity of consulting geologist to the Jones and Laughlin Steel Corporation, and the Calumet and Hecla Consolidated Copper Company. In 1926 he was a member of an American group sent to Russia to study the Manganese deposits in the Tchiatouri district of Georgia.

In 1936 Dr. Swanson accepted a position on the faculty of the University of British Columbia, as Professor of Mineralogy and Petrography. Two years later he became consulting geologist for Consolidated, and during the last few years has been Chief

Geologist at the Sullivan Mine.

Dr. Swanson will shortly relinquish his post at the University of British Columbia, and with his wife and two sons will take up residence in Trail.

## PEACE RIVER COASTAL ROAD OUTLET

Recent announcements by the B.C. Government that they were letting contract to construct the Peace River highway outlet to the Coast received little attention in Edmonton and elsewhere in Alberta. Although it is not general news, it is stated on good authority that Henry Kaiser the famous American boat building "go getter" is the man behind the gun as regards its construction and if that is the case we can be sure that the highway will be built in very short order. The completion of this road means much to the Peace. It also means a lot to Edmonton for thousands will use this road. Ever realize also that when it is built, it will be little further to go to Vancouver from Edmonton via the Peace River Highway than it is to go south and west to the coast, especially if the Hon. W. A. Fallow has a brain wave and actually uses some of that \$3,000,000 "he is spending on 1945 roads to complete the Whitecourt Grande Prairie "cut off."

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## Ryanor Is Drilling

Ryanor Mining Co., which was formed in March last to take over the Ann Group lying west of the Prow Yellowknife group of the Frobisher Exploration Company is now drilling on the property. Conwest is in charge of the drilling. The Ann group was taken over for \$262,500 in cash and 350,000 shares of Ryanor stock. The Conwest Exploration Co. is the controlling factor of Ryanor with Frobisher and Macmillan Investment Company holding lesser interests. The property was located in the first place by M. L. Ryan and Thomas Payne, who several years ago sold 60% in the Rycon to Consolidated for \$500,000 cash. The Ann Group was previously owned by Ryan Exploration Company in which many Edmonton people were interested. In the early spring of this year there was quite a large demand for Ryan Exploration shares, evidently having this deal in view.

Teacher: "What is it that binds us together, sustains us, and makes us even better than nature intended?"

Tommy: "Girdles."

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Alberta motorists poured \$4,000,000 into the Alberta treasury during the first three months of the present fiscal year, says the interim financial report of the Social Credit government. The Hon. W. A. Fallow says he is spending \$3,000,000 on roads this year, presumably out of the grab the government has made on cars. Well all will await patiently the annual report of the Minister of Highways showing how and when he expends this amount. If he uses it all we ought to have at least a few miles of real road in Alberta—say about fifty, but the Missouri boys will have to be shown.

She was peeved and called him Mr.  
Not because he went and Kr.,  
But because just before  
As she opened wide the door  
This same Mr. Kr. Sr.

Bluejacket: "Gosh! You say you have never been out with a sailor. Swell! Where do I meet you baby?"

Girl: "Meet me at 2100 hours on the starboard side of pier 7."

This month's howler:

"Leisure is the place where married people repent."

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## Oil Reserves

Canada's proven oil reserves are estimated at 53 billion barrels. The total world proven reserves are estimated at 51 billion barrels. In the United States alone there are 20 billion barrels of proven oil reserves.

It is interesting to note in this connection that all previous estimates of potential oil supplies have been greatly exceeded. For instance it was stated in 1914 that the U.S. had only 6 billion barrels of oil left. Between 1914 and 1944, the States produced 25.6 billion barrels. In 1921 it was said there were only 9 billion barrels left, but between 1922 and 1944 the States produced 23 billion barrels. In 1925 it was once more stated that only 5 billion barrels were left, but between 1926 and 1944 the United States produced 20.25 billion barrels. In 1934 it was stated that the States had only 13.3 billion barrels left, and this is practically gone for between 1935 and 1944 the States produced some 14 billion barrels. Today the estimate is 20 billion barrels of proven reserve. So much for official estimating. It only goes to show that no man can safely estimate within billions of barrels the oil potentials of the Americas alone not counting the rest of the world.

In commenting on the oil reserves of the world, the Imperial Oil Review states that Canada, due to uninterrupted exploration and, as a war development, has established an oil reserve of some 30 million barrels in the North West Territories. This refers possibly in the main to the Fort Norman area. It also adds that the Athabacca Tar Sands, recognized as one of the world's greatest surface manifestations of petroleum is not yet on a commercial footing, and that the ultimate yield from this source is still a matter of speculation to which experimental operations now proceeding may supply an answer.

### Profit in Petroleum Products

The Annual report of the Imperial Oil shows a profit for 1944 of \$16,192,670 or 60.05c per share. Total assets are \$189,799,967 and working capital \$74,702,544. In 1944 for its petroleum products the Company received from its customers an average price of just over 13c a gallon. It also states that of this amount raw materials took 7c, manufacture processing 1½c, freight 1½c, distribution and selling just over 1c and taxes 1.17c, leaving an average

profit of .73c per gallon or just under ¾c per gallon.

## Going Hunting This Fall

Meat rationing this coming season will mean that many more people will take time off to go after big game during the coming season, for moose, elk and deer will help to round out the short meat ration.

Many a good head is left in the bush because some think it is not worth while packing it out, nor is it as a complete head, but it can be skinned and salted, and so makes it that much easier to pack out. A good head, of either moose or deer or elk is valuable when mounted, so why not think it worth while to get it done.

Albert S. Wolfe, Edmonton's well known taxidermist, has been mounting big game trophies for many years. He numbers amongst his clients, some of the best known big game hunters in America, who have visited Alberta and the north after big game. The work he does includes not only game heads, but bearskins and other hides, which he also tans and mounts as rugs. In addition he specializes in making life-like set ups of all kinds of game birds—pheasants, ducks, geese, eagles, owls, etc.

If you write for an illustrated folder, you will find therein full particulars as to how to skin and preserve any heads or hides you obtain so as to make sure that a perfect mount can be obtained. If you are interested write A. S. Wolfe, Taxidermist, 9601 - 100th Street, Edmonton, Alberta.

### HOW TO TELL TIRE QUALITY

Those letters and numbers stamped on tire casings and tubes tell what's in a synthetic tire.

"GR" means Government Rubber, which is usually a mixture of synthetic and crude rubber. An "S" marked in red means the synthetic content is Buna S. "I" in blue means Butyl; "M" in yellow means Neoprene.

The numbers refer to the quantity of synthetic rubber. A "3" means 98 percent synthetic; "4" 90 percent; "5" 100 percent synthetic tread, crude rubber carcass; "6" at least 70 per cent synthetic; "7" at least 35 percent synthetic; "S" at least 93 percent synthetic.

An "R" or "Rayon" indicates rayon cord construction.

## Ain't All Sitting Ducks

The Japanese airmen found out during the past war that not all oil tankers engaged in the dangerous task of carrying oil supplies to the front were "sitting ducks." The story is told of how the Imperial "Esso Rochester," a tanker engaged a Japanese airplane when it headed over the heads of the convoy directly for the tanker. The gun crew recorded a direct hit on the Jap's starboard motor and with one engine dead and the plane in flame it crashed into the sea less than 150 yards from the tanker,

so close in fact that debris from its explosion as it hit the water landed on the tankers' forecastle. This tanker now carries the usual emblem namely a Japanese flag and an airplane on its funnel denoting that it is officially registered as having accounted for one Jap plane.

The class was hearing the story of Noah and the Ark.

"... And so, children, Noah had two everything with him on the Ark."

"What a man!" came a voice from the rear of the classroom.

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An Englishman, Scotchman and American were having a beer apiece. A fly settled in each glass. The American just blew it out spilling half the beer. The Englishman put his finger in and lifted the fly out. But the Scotchman used a toothpick to spear the fly—wrung it out and drank his beer.

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## Things to Remember:

If it had not been for political interference, the Americans would have built the Whitecourt-Dawson Creek road.

If it had not been for political interference, the Americans would have completed the Grimshaw-Fort Norman road during the war crisis. In each case it was bum suggestions or advice that put them off.

Alberta would have had hundreds of miles of good highway presented to it and would have saved several millions of dollars in actual costs and at the same time have had these two valuable highways to add to Alberta tourist attractions.

You did not get them—but you have the "cowpath" leading via the Peace to Dawson Creek, but you have still to get the Whitecourt-Dawson Creek road which Mr. Fallow started to build years ago and then forgot.

The Chinese never strike—they have a more delicate method of handling a situation which calls for adjustment. They simply say "Me no wantee" and do not buy. This method, applied to the Liquor business of the Alberta government, might cause much fluttering in that political dovecourt. Just fancy everyone saying next January when the government says "Buy a permit," "Me no wantee." Hard to do—yes but its effect would be drastic on our friends the liquor monopolists.

Mr. Jones and Mrs. Smith arrived at a crowded hostel at the same time. They were both married. Both wanted a room. Says the landlady "Have only one room. You can have that if you care to share it." Both looked askance but were desperate and finally said o.k. There were twin beds in it and both went to bed. Shortly Mrs. Smith said "Oh, Mr. Jones, would you mind opening the window. Jones got up and did so. Shortly afterwards, Mrs. Smith said, "Oh, Mr. Jones, would you mind closing the window?" Mr. Jones closed the window. Later Mrs. Smith said, "Oh, Mr. Jones!" "Yes?" he asked. "Will you bring me a glass of water?" Jones did so and said "Now, Mrs. Smith, what do you think of pretending you are Mrs. Jones for a few minutes?" With a smile Mrs. Smith agreed. So Jones said "Well, shut your mouth and go to sleep."

## YELLOWKNIFE AND ITS FUTURE

The past summer has witnessed, what all mining men familiar with the Yellowknife field forecast and expected, namely the uncovering by diamond drilling and surface exploration of many showings of real potential value and interest. It is however still too early to be able to say with real confidence that there are many new mines in the making in this new field, but all indications as time goes on point to the fact that the Yellowknife field will add several important gold producers to those already developed.

The one outstanding feature concerning Yellowknife development is the fact that there has never been a gold hard rock mining camp anywhere in the world which has come into production in a similar short period of time. Its real mining history only dates back to 1938, a short seven years, of which some five years have been war years with all development and production remaining by Governmental edict, at a standstill, yet even with that detri-

ment the present mines have yielded millions of dollars in gold. If, in addition, it is also remembered that the matter of transportation of men and supplies to the field has not only been costly but also slow, anyone who suggests that the Yellowknife is not a coming mining camp is a pessimist.

Five years from now, there should be at least a dozen real producers at work in the field, employing thousands of men and establishing real payroll towns throughout the district.

Edmonton is at the Gateway of the huge prospect, just as Toronto was at the Gateway of Cobalt.

Cobalt made Toronto and the Yellowknife should do the same for Edmonton.

Mr. Pea: "What makes your wife suspicious of your secretary?"

Mr. Aitch: "My wife was my secretary before I married her."

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## A SHIPMENT OF RADIUM CONCENTRATES FROM GREAT BEAR LAKE

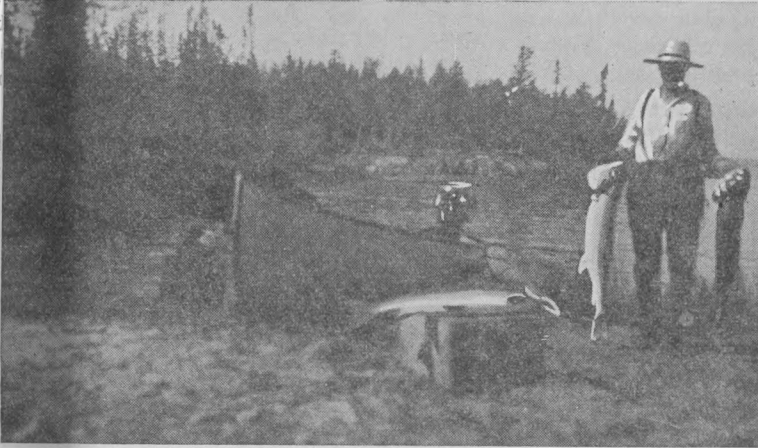


This valuable radium ore, chief component of the Atomic bomb, makes a long journey before it finally reaches its destination. Here a shipment worth several millions is on its way up river to Waterways, Alberta.

## Five Carloads Fish Leave Slave Lake

When the Northern Alberta Railway train from Waterways pulled into Edmonton recently, part of its load was five carloads—

before it hits the railhead—and it can only be brought out at present during the summer short navigation season. When the Grimshaw-Great Slave Lake road is completed this fish can be brought out all the year round at less cost.



Luscious lake trout taken from the ice cold waters of Great Slave Lake form an important part of fish shipments from there to Eastern Markets.

100tons—of Great Slave Lake fish. The first fish shipment to be made from fishery operations in that great fishing area of the north. This fish is probably worth in the New York or Chicago markets around 75c a lb.—so figure out for yourself the value of this first shipment. It amounts to around \$150,000.

The fish is treated at the lake by what is known as the quick-freeze process—namely, it is packaged right where it is caught in cartons ready for the consumer's table.

Of course the cost of shipping this fish from Great Slave Lake to its ultimate market is high, for it has to be brought upstream by boat and barges some 700 miles

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## Oil Sands Want More

Oil Sands Ltd., a Government sponsored company to the extent of some \$250,000 of Alberta taxpayers funds is in the market for another million dollars, to, it is stated, purchase a Wainwright Refinery operated by Gold Standard Oils Limited. So once again the merry-go-round of getting financial support from the public for these experiments in extracting oils from bituminous sands is getting another run.

Looking at the picture from a commercial point of view, we have the following to consider: The bituminous sands are first mined, at Bitumont, this is done with a dragline which considerably reduces the cost as compared with planing or scraping the sands. The sands are then treated at the plant and the product is bitumen in barrels. These have to be taken up river to Waterways some 50 miles, then over the N.A. Ry. to Edmonton, 300 miles, and then another 150 miles to Wainwright refinery. Here the bitumen is to be refined and its products obtained for marketing. The commercial product, for instance gasoline, is worth no more than the gasoline which is produced from flowing wells with refinery treatment possible by means of pipeline. Compare the cost. Oil sand costs must be high as compared with present methods of obtaining gasoline and other byproducts.

Gold Standard Oils Limited is stated to have a refinery at Wainwright, also owns and operates seven bulk stations, and has also ownership of lands on which there are two gas producing wells.

Oil Sands also proposes to build a plant for the manufacture of standard roofing products, asphalt building supplies and road surfacing materials. Here there is a chance for commercial success but in a very competitive market. As regards road surfacing material, bitumen for the oil treatment of roads has already been tried in Alberta. Its success has been marred by the fact that motorists universally condemn the present Alberta Government system of oiling roads. As regards asphalt, it is true the asphalt from tar sands is superior to imported asphalts, but here again the question arises—why not use the tar sands as they are—they are cheap to lay and make durable roads.

There can be no quarrel with anyone who desires to use his own funds to experiment with these sands, but why ask first the tax-

payers of Alberta to contribute and the general public?

There is something rotten in Denmark.

### HUNTERS!

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## Still Buck Passing

According to latest announcement the Hon. W. A. Fallow is still buck passing as to the Grimshaw road which he has until 1947 to finance and build. He now says the Dominion government will only pay half instead of two-thirds of the cost and that the agreement is not what it should be. Is it not terrible the way he jockeys around, just for political purposes, with the important development of Alberta. Mr. Fallow knows, as plenty of others know, that a solemn pledge was made by the Dominion government to co-operate on certain terms with the Provincial government to build this road. This pledge was made months ago and its terms have been fully set out and Mr. Fallow has known them for months also. It does not suit his political purpose to accept this graceful donation by the people of Canada to Alberta without an outcry for if he did so some bad bold spirits might suggest that he was selling Alberta out for some mess of pottage. You should have no qualms, Mr. Fallow, no one would dare to accuse you of anything excepting talking too much and too often and doing less each time.

Do you remember when in 1938, your Caucus, after considering your correspondence concerning this same road with the Dominion government, told you to quit your quarreling with Ottawa and to go ahead and do the work whether they contributed or not? Do you not also remember that you came out in the press the next day and was reported to have stated that you were going ahead with the work. Did not the Dominion government at that time contribute the whole of the monies you expended on that "brushed out" winter road and was not that the only money you expended for that purpose at that time? Why keep up the "fight?"

\* \* \*

The tourist traffic—Alberta wants tourists to carry back home pleasant recollections of a real holiday amongst the scenic spots, and other attractions of Alberta—not to have to tell his folks at home—might have had a good time but the roads were too damned bad.

\* \* \*

Roads are bad in Alberta because our Minister of Highways is more interested in playing politics than in doing his job.

\* \* \*

Taxpayers should insist—either build better roads or get out and let someone else

do the work.

\* \* \*

We have the money—we have the men—we have the opportunity but we do not build roads—we leave it to Jack and he is too interested in Utopia to see the work that lies under his nose and authority.

\* \* \*

Said the Swede who was looking for a marriage license, accompanied by his family of six and his wife to be—when asked if he was not a bit late. He remarked "Yah, I am late all right—could not get in before the roads were too darned bad."

\* \* \*

It might be considered a crazy thing to suggest, but motorists might well follow the practice of labor unions when they need something adjusted. The Union goes on strike. One way to bring a government to its senses concerning monies collected for road work and diverted from that purpose would be to tie that car up next March for three or four months. What a yell there would be when the government lost the revenue?

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## Campbell Talks

Recently the Publicity Commissioner of the Province of Alberta addressed business men on the importance of the tourist traffic to the Province of Alberta and suggested that they should take a hand in publicizing the attractions of the Province, mentioning as a side gesture that a fund of \$50,000 should be raised for this purpose.

Is it not amusing to observe the thickness of some of these government skulls, which seems to be impervious to many well known facts. It is about time that Mr. Campbell and others should be told some of these facts, in the hope that they may realize to some extent that the tourist traffic encouragement is mainly a government "baby" to be nursed by those government officials who are paid to nurse it but who evidently think they should first drink the milk and then get the business men to buy some more for the "baby."

Is it not a fact that the only reason a publicity department can justify its existence rests with the establishment of a service which will add to the population and revenues of the Province. Is it not also a fact that pretty colored circulars and rosy descriptions of conditions which very often do not exist spell just the reverse as regards that increase.

When Mr. Campbell implores the businessmen of the Province to interest themselves and contribute to work that he is already paid to do by the Government out of tax revenues, which those businessmen have already donated largely to—he forgets that his efforts to attract population are just long-winded air-busted balloons,

for the first essential is the active operation by the Government he speaks of in furnishing proper roads and other advantages to attract that trade.

It is time that Mr. Campbell studied the fact that the imposition of a 7c gas tax for building and maintenance of roads which only just exist and which the average American tourist would call a "cowpath" do not help to attract tourists. The absurd liquor regulations and almost highway robbery as practiced by the Liquor Control Board is no doubt another thing that should ponder over. Does he think that a tourist is pleased when he has to pay a price plus—an enormous price for inferior goods and has to everlastingly keep one eye looking over his shoulder for fear that some other Government "Inspector" may make a pinch and fine him anything from \$20 to \$300. The matter of gas station service might also be drawn to his attention. A tourist might run out of gas and in many parts of the Province might have to sit all night by the roadside praying that in the a.m. would come so that he could buy more gas.

These are only a few things for Mr. Campbell to ponder over. There are many more—but why mention them for he knows as well as anyone else that such conditions instead of attracting does just the reverse, in fact has driven even local residents out of the country.

The best known face in history is that of Elizabeth of York, wife of Henry VII, for she is the queen portrayed on playing cards.

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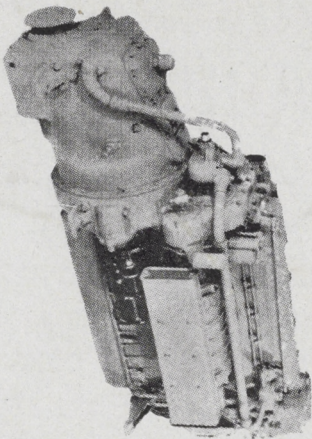
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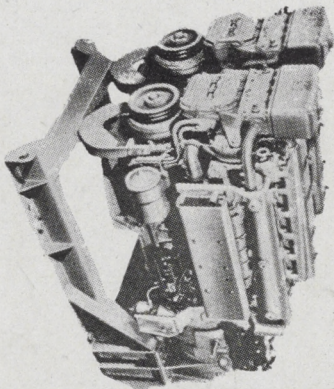
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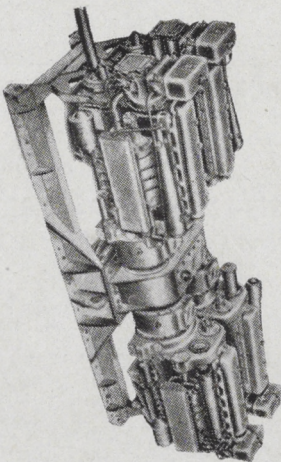
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